

FOOTBALL AND THE WAY IT IS PLAYED

Prof. M. O. Maughn Contributes Timely Article On the Game That Advocates Readers May "Brush Up."

The game of football is a comparatively new athletic sport in Carbon county. Not until a few weeks ago had there been but few games of rugby played in the county. But at that time our two high schools, the Carbon County High school and the Price academy, met for the first time on the gridiron and pronounced the game of rugby to be of such an interesting nature that it would become one of the main sports of the county. A few interesting things concerning the rules of the game might be mentioned which will be of benefit to the public.

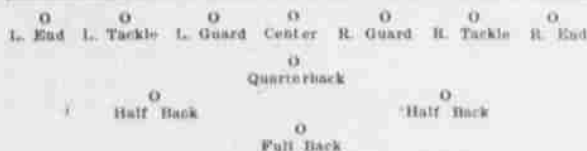
First, the game is played between two teams of eleven men each on a rectangular field which is a hundred yards long and a hundred sixty feet wide. At the middle of each end of the field is a goal, consisting of two uprights eighteen feet six inches apart and a crossbar between them which is ten feet from the ground. The object of the game is to carry the ball across the opponent's goal line.

To begin the game, the two captains draw to see which end of the field they are to have. The side losing has the change to choose whether they kick the ball to the other side or receive it. After this is decided, the two teams line up in their respective places, and when the referee blows his whistle, the game begins. The side "kicking off" the ball puts it on their forty-yard line (forty yards in front of their goal), and then kicks off to their opponents. The opponents receive the ball and start to carry it until downed by the side which kicked. They, of course, carry it toward their opponent's goal. When "downed" with the ball the referee blows his whistle and calls "first down and ten yards to go." Note that the team in possession of the ball has four chances to gain ten yards, and if they fail the ball goes into the possession of the other side and it tries four times to make the ten yards. If they make their ten yards in four or less downs, they continue until they fail or cross the opponent's goal line. If they cross the opponent's goal line it counts a touchdown or six points.

When a team is trying to make ten yards in four downs and finds it quite impossible to make nearly ten yards in three downs, they "punt" on the fourth down. That is, they kick the ball as far as possible to the other side and then run down to meet their opponents who get the ball. They down the man carrying the ball and then "line up" on scrimmage and the side in possession of the ball then tries four times to make ten yards, and, so on, until a touchdown, a place kick, a safety or time is up, calling for the end of a first, second, third or fourth quarter. The time of each quarter is fifteen minutes, unless otherwise agreed by the captains of the teams.

By a touchdown we mean the team in possession of the ball carrying it over their opponent's goal line. This counts six points, after which the ball is carried back to the twenty-five-yard line, from which the scoring team has a free chance to kick the ball between the two uprights and over the crossbar. This done counts one additional point.

By a place kick we mean kicking the ball from the field of play over the crossbar of the opponent's goal in any way except by a punt or a kickoff. This place kick or goal from the field counts three points. And by a safety we mean forcing the team holding the ball over its own goal line. This counts two points. To summarize the points—a touchdown counts six points, a goal from a touchdown one point, goal from field (place kick) three points, safety by opponents two points. Concerning the men on the team, each has a certain and definite place to play. The diagram will illustrate:



The man running the team is the quarterback. He gives the signals, which are supposed to be understood only by the members of his team, which acts according to the sign given. Each signal means something and when a sufficient number are given, one man in the back field opens his hands (thus calling for the ball), and it is thrown to him by the center. When it is received by the back fieldman who called for it he runs towards

the opponent's goal, doing as the signals told him—going to the right or left, close in, far out, etc. Thus every man on the team knows what is going to happen and where the ball is going to be carried, and as a result, the whole eleven men can work together as a single unit and in perfect harmony to effect their desired plans.

These are only a few of the many rules and points that govern a football game. It is to be hoped that the reader will, as a result of these few notes, become more interested and enthused over the game of football and get out and enjoy the game of all games, which when properly played, develops the player to a greater extent than any other athletic exercise.

COURT ON RESERVATION

Next Legislature Will Be Asked to Provide For Sessions.

VERNAL, Nov. 22.—People of the reservation must be content without a new county for at least another two years. The constitutional amendment providing for the creation of new counties by the state legislature was overwhelmingly defeated, as were all the other proposed amendments.

Heber City, the county seat of Wasatch county, is eighty miles from the Roosevelt, Cedarville and Myton country, and to make the trip, especially in the winter time, works a hardship upon those who must attend court.

There will be an effort to have the legislature provide for holding court on the reservation.

GOVERNOR INDORSES MOFFAT TUNNEL PLAN

Governor Spry recently sent a telegraphic message to Denver endorsing the projected Moffat road tunnel and expressing a hope, on behalf of Utah, that the tunnel would be completed and the new road built into Salt Lake City. The governor mentioned the advantage the road would bring to both Utah and Colorado, in giving facilities to a rich territory which is now without railroad transportation.

It has been proposed that the citizens of Denver raise a fund and build the tunnel, the estimated cost of which is placed at \$10,000,000. The tunnel would insure the immediate construction of the Moffat road through Utah as it would eliminate heavy grades in crossing the continental divide.

UTAH TUBERCULOSIS DEATH RATE LOWEST

Urging health officers of the state to insist on physicians reporting all cases of tuberculosis in compliance with the state law to that effect, Dr. T. B. Beatty, secretary of the state board of health, has issued a circular to health officials on the subject of preventing tuberculosis. Dr. Beatty calls attention to the fact that the death rate from the disease is the lowest in Utah of any state in the union and makes suggestions as to how this record can be continuously maintained.

He urges the co-operation of the officials in promoting the projected tuberculosis sanatorium which the board will endeavor to get appropriations for from the next legislature. Utah was the first state in the union to enact a law requiring physicians to report tuberculosis cases, and according to Dr. Beatty the compliance with the law has "been far from satisfactory notwithstanding the continued efforts of the state board of health to enforce it."

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KNOWN COAL FIELDS

Some Interesting Figures From the Geological Survey.

The known coal fields of the United States embrace a total area, according to the United States geological survey, of 310,294 square miles, to which may be added something over a hundred and sixty thousand square miles of which little is known, but which may contain workable coals, and about thirty-two thousand square miles where the coal lies under heavy cover and is not considered available under present conditions. The supply of coal before mining began is estimated to have been 3,076,364,000,000 short tons, of which 1,927,979,000,000 tons were considered to be easily accessible and 1,148,385,000,000 short tons to be either so deep or the beds so thin that they are accessible only with difficulty. Classified according to the character of the coal, the original supply consisted of 21,809,000,000 short tons of anthracite, 1,661,457,000,000 tons of bituminous coal, 650,167,000,000 tons of sub-bituminous coal, and 143,590,000,000 tons of lignite, the supply of bituminous coal being something more than that of all other grades combined.

The total production of coal to the close of 1911 has amounted to 2,276,793,737 short tons of anthracite and 6,448,773,690 tons of bituminous coal, or an aggregate of 8,725,567,427 tons. This total production to the close of 1911 represents, including the waste of coal in mining, an exhaustion of the beds equal to 14,181,988,000 short tons, or somewhat less than 0.5 per cent of the original supply. In other words, the quantity of coal still remaining to be mined amounts to 3,062,222,020,000 short tons, or a little more than 99.5 per cent of the original supply.

The annual rate of exhaustion at the present time as represented by the production in 1910 and 1911 is 0.025 per cent of the supply. The quantity of coal still in the ground at the close of 1910 was six thousand times the production of that year, or, estimating a half ton of coal lost for every ton recovered, the supply is equivalent to four thousand times the present annual rate of exhaustion.

DUCK MALADY IN UTAH IS STILL VERY MYSTIFYING

For two or three years past an apparent sickness among ducks on the shores of Great Salt Lake has been perplexing hunters and an effort has been made to determine just what the malady is. There have been various opinions regarding the matter and no two diagnoses have agreed, the game warden and the hunters finally concluding that there was no particular explanation of the malady.

It is certain, however, that the ducks have been afflicted with some ailment that renders them helpless and death invariably ensues after they have suffered the disorder a certain length of time. The ducks in the various stages of the ailment are stricken with paralysis of the legs and wings and they become helpless.

They feed well and remain fat all the time, but they are bereft of the power of locomotion and it is with difficulty that they move about. Ducks flying rapidly through the air have been known to suddenly fall to the earth, their wings ceasing to operate, and others have become helpless on the water, merely floating about as the wind moves them.

Government experts from Washington, D. C., and elsewhere are as much at sea as those in Utah and the West.

PATRIOTIC GREEKS RETURNING TO FIGHT

According to refugees made by the passenger agents of the railroads leading out of Salt Lake City, more than fifteen hundred Greeks have left for home since war was declared on Turkey. The passenger agents also say that the Greeks are great bargain hunters when it comes to buying railroad tickets and the road that can furnish them a ticket a dollar cheaper than the others by sending them in a round about way to New York invariably gets the business. The majority of them are going in parties of ten. The exodus from Carbon county continues right along and is being felt at the several coal mines of this immediate vicinity, where large numbers are employed, as well as on railroad work hereabouts.

STATE TO ASSIST IN IRRIGATION PROJECT

State aid to a project contemplating the reclamation of sixty thousand acres of choice bench lands in Utah county, near Myton, was pledged by the state land board last Thursday to the F. H. Lott Carey Act project company.

Representatives of the company appeared before the board and explained that the company proposes to spend \$500,000 for a reservoir and canal system capable of supplying water to not less than sixty thousand acres.

The board passed upon the project as a worthy and desirable one, and while it did not promise to purchase the company's bonds at present, assurance was given that the state would give all possible aid in the plan.

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NEXT TO THE GOLDEN RULE

PARCELS POST DOPE

Postmaster Thomas at Zion Instructing Many Others.

A. L. Thomas, postmaster at Salt Lake City, has been mailing for a week pamphlets containing instructions regarding the parcels post to postmasters throughout Utah. Before the first of January, when the law takes effect, postmasters, carriers and others engaged in the operation of the parcels post will be furnished with the official parcels post map, guide and other paraphernalia.

The rates have already been forwarded. On account of the increase in the weight limit from four to eleven pounds, postoffices will be supplied with scales of sufficient capacity. They will also receive tape lines six feet in length for measuring packages.

The postoffice department is laying particular emphasis on that section of the law regarding parcels post stamps. These special stamps must be used on all fourth-class mail beginning the first of January. If the packages are stuck with ordinary stamps they will be "held for postage."

Nor can the people use public mail boxes for packages. This mail must be taken to postoffices, lettered and local named stations and such numbered stations as may be designated by the postmasters. Every parcel must bear the return card of the sender. Otherwise it will not be accepted for mailing.

For a distance of fifty miles between Salt Lake City and any other city, postage will be five cents for the first pound and three cents for each additional pound. Thus, a package weighing ten pounds to be sent fifty miles to or from Salt Lake City, would cost thirty-two cents.

For a hundred and fifty miles the rate is six cents for the first pound and four cents for each additional pound; for three hundred miles, seven cents and five cents; six hundred miles, eight cents and six cents; a thousand miles, nine cents and seven cents; fourteen hundred miles, ten cents and nine cents; eighteen hundred miles, eleven cents and ten cents; any greater distance, twelve and twelve cents.

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EFFECTIVE MAY 10, 1912

No.	Route
6	Denver, Pueblo, Chicago and the East
2	Denver, Pueblo, Chicago and the East
4	Denver, Pueblo, Chicago and the East
138	Sunnyside and intermediate points
1	Ogden, Salt Lake City and Provo
5	Ogden, Salt Lake City and Provo
3	Ogden and Salt Lake City
139	From Sunnyside

SCOTFIELD BRANCH

No. 652 Leaves Colton for Scotfield and Clear Creek

No. 651 Leaves Clear Creek for Colton

MARYSVALE BRANCH

No. 512 Leaves Thistle for Marysville

No. 511 Arrives from Marysville

THE SOUTHERN UTAH RAILROAD

Makes one or more round trips daily from Price (Miller Creek). No regular schedule. Trains leave Utah depot at foot of Eighth street. Carries mail.

THE CASTLE VALLEY RAILROAD

Makes one or more round trips daily from Price (Cedar Creek). No regular schedule. Trains leave Utah depot at foot of Eighth street. Carries mail.

STAGES NORTH AND SOUTH

Stage for Vernal and intermediate points leaving morning, except Sundays, at 8 o'clock. Carries mail, passengers and express. Thomas Post Office with Wells-Fargo Express Co.

Stage for the town of Emery and intermediate points leaving daily at 7 o'clock each morning. Carries mail, passengers and express. A. M. Abeln, Manager, at Price.